



CORRECTED TO SUIT SHIP		
PLACE	DATE	APPROVED BY

NUMBER & ORDER OF PLANS	
1	COVER AND TITLE
2	GENERAL INFORMATION DATA
3	TANK & HOLD CAPACITIES
4	INBOARD PROFILE
5	OUTBOARD PROFILE
6	BOAT DECK & ABOVE
7	FORECASTLE & UPPER DECK
8	MAIN DECK
9	SECOND DECK & STEERING GEAR FLAT
10	THIRD DECK, MACHINERY FLAT & 31'-0" FLAT
11	ORLOP DECK & 17'-6" & 19'-9" FLATS
12	HOLD & PLAN AT COFFERDAM
13	DOUBLE BOTTOM
14	TYPICAL SECTIONS FORWARD
15	TYPICAL SECTIONS AFT
16	SHELL EXPANSION

DESIGN
C5-S-75a

BOOKLET OF
GENERAL PLANS

PREPARED BY THE
NEWPORT NEWS SHIPBUILDING & DRY DOCK CO.
NEWPORT NEWS, VIRGINIA

POWER PLANT, PROPELLER & SPEED

MAIN ENGINE - CROSS COMPOUND, DOUBLE REDUCTION GEAR TYPE WITH H.P. & L.P. TURBINE (INCLUDING AN ASTERN ELEMENT) DEVELOPING 21,600 S.H.P. AT 102 R.P.M. AND 24,000 S.H.P. AT 105 R.P.M.

BOILERS - TWO MARINE, TWO DRUM, BENT TUBE TYPE, FITTED WITH WATER WALLS, VERTICAL SUPERHEATERS, INTERNAL DRUM DESUPERHEATERS, ECONOMIZERS & STEAM AIR HEATERS. SUPERHEATER OUTLET PRESSURE 875 psi. SUPERHEATER OUTLET TEMPERATURE 930°F.

PROPELLER - 4 BLADED 22'-0" DIAMETER

SPEED - 20.8 KNOTS.

DECK MACHINERY DATA

WINDLASS - ONE ELECTRIC HYDRAULIC HORIZONTAL SHAFT TYPE WITH WILDCATS FOR HANDLING OF BOWER ANCHOR & GYPSY HEADS FOR WARPING.

CAPSTANS & WILDCATS - TWO VERTICAL SHAFT, REVERSIBLE, TWO SPEED, ELECTRIC MOTOR-DRIVEN TYPE FOR WARPING AND MOORING.

BOAT WINCHES - TWO ELECTRIC MOTOR-DRIVEN TYPE FOR HANDLING BOATS.

CARGO WINCHES - 14-SINGLE DRUM, TWO SPEED ELECTRIC MOTOR-DRIVEN TYPE: 2-SINGLE DRUM, TWO SPEED WITH GYPSY HEAD, ELECTRIC MOTOR-DRIVEN TYPE: 2-DOUBLE DRUM, TWO SPEED, ELECTRIC MOTOR-DRIVEN TYPE: 2-SINGLE DRUM, SINGLE SPEED, ELECTRIC MOTOR-DRIVEN TYPE.

VANG WINCHES - 14-SINGLE DRUM, SINGLE SPEED, ELECTRIC MOTOR-DRIVEN TYPE.

TOPPING WINCHES - 14-SINGLE DRUM, SINGLE SPEED, ELECTRIC MOTOR-DRIVEN TYPE.

MOORING WINCHES - 4-CONSTANT TENSION, ELECTRIC MOTOR-DRIVEN, WINCHES WITH AUTOMATIC TENSION CONTROL.

ACCOMMODATION LADDER WINCHES - TWO REVERSABLE, ELECTRIC MOTOR-DRIVEN TYPE FOR HANDLING ACCOMMODATION LADDER.

AUXILIARIES

GENERATORS - TWO 1250 KW, 450 VOLTS, 3-PHASE, 60 CYCLE, A.C., GEARED TURBINE DRIVEN.
- ONE 150KW, 450 VOLTS, 3-PHASE, 60 CYCLE, A.C., DIESEL DRIVEN (EMERGENCY & PORT SERVICE).

EVAPORATOR - ONE WITH OUTPUT CAPACITY OF 30 CUBIC METERS PER 24 HOUR PERIOD

REFRIGERATION SYSTEM - ONE AIR COOLED MULTI-CYLINDER, SINGLE ACTING, MARINE TYPE, R-401b, RECIPROCATING COMPRESSOR FOR AIR CONDITIONING.
- TWO AIR COOLED MULTI-CYLINDER, SINGLE ACTING, MARINE TYPE, R-401b, RECIPROCATING COMPRESSOR FOR REEFER CARGO.
- ONE AIR COOLED MULTI-CYLINDER, SINGLE ACTING, MARINE TYPE, R-401b, RECIPROCATING COMPRESSOR FOR SHIP'S STORES.

STEERING GEAR - ELECTRO-HYDRAULIC SINGLE RAM, TWO CYLINDER RAPSON SLIDE TYPE WITH DUAL POWER UNITS, EACH CONTROLLED BY GYRO PILOT & ELECTRIC CONTROL STAND IN WHEEL HOUSE.

GENERAL CHARACTERISTICS

LENGTH OVERALL	605'-0"
LENGTH LOAD WATERLINE	587'-8"
LENGTH BETWEEN PERPENDICULARS	582'-6"
BREADTH EXTREME	82'-2 1/4"
BREADTH MOLDED	82'-0"
DEPTH MOLDED TO MAIN DK AT SIDE AT LOW POINT OF SHEER	46'-0"
DEPTH MOLDED TO SECOND DECK AT LOW POINT OF SHEER	37'-3"
SHEER, FORWARD (MAIN DECK AT SIDE)	12'-4"
SHEER, AFT (MAIN DECK AT SIDE)	2'-9"
DECK HEIGHTS IN MIDSHIP HOUSE (PARALLEL TO MAIN DECK):	
MN DK TO UPPER KD, UPPER DK TO BOAT DK & BRIDGE DK TO	
NAV. BRIDGE DECK	8'-6"
BOAT DECK TO BRIDGE DECK	9'-0"
NAV. BRIDGE DECK TO TOP OF HOUSE	8'-0"
DRAFT, DESIGN MOLDED	31'-6"
DRAFT, FULL LOAD, MOLDED (SCANTLINGS)	35'-0 1/2"
LIGHT SHIP	10,132 TONS
DEADWEIGHT	21,863 TONS
DISPLACEMENT	31,995 TONS

EQUIPMENT

TWO STOCKLESS BOWER ANCHORS-EACH 14,793 LBS.
ONE SPARE STOCKLESS BOWER ANCHOR 14,793 LBS.
330 FATHOMS STUD LINK CHAIN FORGED STEEL - 2 5/8" DIA.
140 FATHOMS OF TOWLINE 2" DIA, 6 x 37 STEEL WIRE ROPE
8 HAWSERS, EACH 90 FATHOMS, POLYPROPYLENE DACRON 8-STRAIN PLATED NON-HOOKING TYPE, EQUIVALENT IN STRENGTH TO 8" CIRCUMFERENCE MANILA BUT NOT LESS THAN 7" CIRCUMFERENCE.
ABS CLASSIFICATION  A1  ,  AMS,  RMC

MASTS

HEIGHTS OF MASTS ABOVE BOTTOM OF KEEL PLATE

STUB MAST	FR 45
ANTENNA MAST	FR 125
RADAR MAST	FR 136
ANTENNA MAST	FR 158 1/2
TOP MAST	FR 183

COMPLEMENT

DECK DEPARTMENT	13
ENGINE DEPARTMENT	10
STEWARD DEPARTMENT	17
PERSONS IN ADDITION TO CREW	12
MILITARY MISSION SUPPORT PERSONNEL	36
TOTAL	88

LIFEBOATS & DAVIT DATA

LIFEBOATS: TWO 9.4m x 3.5m x 23.92m - 76 PERSON
DIESEL MOTOR PROPELLED, FIBERGLASS
REINFORCED PLASTIC
TOTAL CAPACITY 152

DAVIT: TWO PAIR, STEEL GRAVITY TYPE

FOR
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THIS ISSUE
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COVER

STEWARDS STORES			
COMPARTMENT	DECK	FRAMES	NET. CU. FT.
MEAT	SECOND	138 - 143(S)	1472
MEAT OR FROZEN FOODS	SECOND	138 - 143(S)	1016
THAW ROOM	SECOND	138 - 140½(CL)	445
VEGETABLES & FRUIT	SECOND	138 - 143(P)	1472
DAIRY	SECOND	140½ - 143(P)	208
FISH	SECOND	140½ - 143(S)	291
TOTAL (REFRIGERATED)			4904
DRY PROVISIONS	SECOND	130 - 136(S)	2700
STEWARDS SUNDRY STORES	SECOND	148 - 152(S)	1106
BONDED STORES	BRIDGE	136½ - 141(P)	462
SLOP CHEST	UPPER	139½ - 143(P)	352
TOTAL (DRY STORES)			4620
TOTAL			9524

REFRIGERATED CARGO			
COMPARTMENT	DECK	FRAMES	NET. CU. FT.
REFRIGERATED CARGO NO. 1	SECOND	159 - 171½(S)	5092
REFRIGERATED CARGO NO. 2	SECOND	159 - 171½(P)	5092
REFRIGERATED CARGO NO. 3	SECOND	171½ - 183(S)	5331
REFRIGERATED CARGO NO. 4	SECOND	171½ - 183(P)	5580
FROZEN FOODS CARGO	SECOND	130 - 134½(CL)	745
TOTAL			21840

DRY CARGO					
COMPARTMENT	DECK	FRAMES	GRAIN CU. FT.	BALE CU. FT.	NO. CONTAINERS
HOLD NO. 1 (SPECIAL CARGO LKR)	MAIN (CL)	17 - 26	8560	7450	
HOLD NO. 1 (SPECIAL CARGO LKR)	MAIN (P)	26 - 42	5880	5120	
HOLD NO. 1 (SPECIAL CARGO LKR)	MAIN (S)	26 - 42	5880	5120	
HOLD NO. 1	MAIN (CL)	26 - 42	6990	6080	
HOLD NO. 1 (SPECIAL CARGO LKR)	SECOND (CL)	17 - 26	10040	8730	
UPPER TWEEN NO. 1	SECOND	26 - 45	30350	26400	
LOWER TWEEN NO. 1	THIRD	21 - 45	29290	25480	8
HOLD NO. 2	MAIN	53 - 69			
HOLD NO. 2 (SPECIAL CARGO LKR)	SECOND	45 - 49½	9620	8370	
UPPER TWEEN NO. 2	SECOND	49½ - 75	60290	52450	6
LOWER TWEEN NO. 2	THIRD	45 - 75	59470	51740	6
HOLD NO. 3	MAIN	81 - 97			8
UPPER TWEEN NO. 3	SECOND	75 - 103	63610	55340	12
LOWER NO. 3	THIRD	75 - 103	61800	53770	10
ORLOP DECK NO. 3	ORLOP	75 - 103	59300	51590	8
HOLD NO. 4	MAIN	103 - 119			8
UPPER TWEEN NO. 4	SECOND	103 - 130	55490	48280	12
LOWER TWEEN NO. 4	THIRD	103 - 131	60490	52630	12
ORLOP DECK NO. 4	ORLOP	103 - 131	61000	53070	12
HOLD NO. 5	MAIN	166 - 182			8
HOLD NO. 5	SECOND	159 - 179	21320	18550	
HOLD NO. 5	19'-9" FLAT	158 - 183	85020	72930	
HOLD NO. 6	MAIN	187 - 203			8
UPPER TWEEN NO. 6	SECOND	183 - 207	47090	40970	4
HOLD NO. 6	19'-9" FLAT	183 - 207	66570	57910	
HOLD NO. 7	MAIN	208 - 224			4
UPPER TWEEN NO. 7	SECOND	207 - 227	35520	30900	
HOLD NO. 7	17'-6" FLAT	207 - 226	37060	32230	
SUB TOTAL			880640	765110	126
DEEP TANK NO. 1 A (P)	HOLD	26 - 45	14080	12250	
DEEP TANK NO. 1 A (S)	HOLD	26 - 45	14480	12600	
HOLD NO. 2	HOLD	45 - 75	99710	86750	
HOLD NO. 3	HOLD	75 - 103	57340	49880	10
HOLD NO. 4	HOLD	103 - 131	59980	52180	14
DEEP TANK NO. 5 (P)	HOLD	158 - 170	14320	12420	
DEEP TANK NO. 5 (S)	HOLD	158 - 170	14020	12200	
DEEP TANK NO. 5 A (P)	HOLD	170 - 193	9500	9500	
DEEP TANK NO. 5 A (S)	HOLD	170 - 183	10390	10390	
DEEP TANK NO. 6 (P)	HOLD	183 - 196	7310	7310	
DEEP TANK NO. 6 (S)	HOLD	183 - 196	7480	7480	
DEEP TANK NO. 6 A (P)	HOLD	196 - 207	3650	3650	
DEEP TANK NO. 6 A (S)	HOLD	196 - 207	3440	3440	
SUB TOTAL			315710	280050	24
GRAND TOTAL			1196350	1045160	150

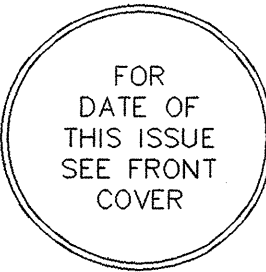
FUEL OIL & S.W. BALLAST				
COMPARTMENT	FRAMES	BBLS. F.O. (98%)	TONS. F.O. (98%)	TONS. S.W. (98%)
FOREPEAK TANK	STEM - 17	-	-	196
D.B. TANK NO. 1 (P)	17 - 45	-	131	-
D.B. TANK NO. 1 (S)	17 - 45	-	140	-
D.B. TANK NO. 2 (P)	45 - 75	-	211	-
D.B. TNAK NO. 2 (S)	45 - 75	-	218	-
D.B. TNAK NO. 3 (P)	75 - 103	-	158	-
D.B. TANK NO. 3 (CL)	75 - 103	-	279	-
D.B. TANK NO. 3 (S)	75 - 103	-	160	-
D.B. TANK NO. 4 (P)	103 - 131	-	187	-
D.B. TANK NO. 4 (CL)	103 - 131	-	279	-
D.B. TANK NO. 4 (S)	103 - 131	-	189	-
MACHY RM D.B. TK NO. 1-P	131 - 140	-	60	-
MACHY RM D.B. TK-CL FWD	131 - 140	-	89	-
MACHY RM D.B. TK NO. 1-S	131 - 140	-	57	-
D.B. TANK NO. 5 (P)	158 - 183	-	88	-
D.B. TANK NO. 5 (CL)	158 - 183	-	248	-
D.B. TANK NO. 5 (S)	158 - 183	-	88	-
D.B. TANK NO. 6 (P)	183 - 207	-	110	-
D.B. TANK NO. 6 (S)	183 - 207	-	110	-
D.B. TANK NO. 7	207 - 226	-	55	-
AFT PEAK TANK	226 - STERN	-	-	75
DEEP TANK NO. 1	20½ - 26	-	114	-
DEEP TANK NO. 1 A (P)	26 - 45	-	-	395
DEEP TANK NO. 1 A (S)	26 - 45	-	-	418
DEEP TANK NO. 5 (P)	158 - 170	-	-	420
DEEP TANK NO. 5 (S)	158 - 170	-	-	414
DEEP TANK NO. 7 (P)	207 - 217	-	52	-
DEEP TANK NO. 7 (S)	207 - 217	-	48	-
COFFERDAM (P)	170 - 183	-	37	-
COFFERDAM (S)	170 - 183	-	37	-
COFFERDAM (P)	183 - 196	-	68	-
COFFERDAM (S)	183 - 196	-	68	-
F.O. SETTLING TK (P)	153 - 158	-	151	-
F.O. SETTLING TK (S)	153 - 158	-	132	-
TOTAL			3564	1843

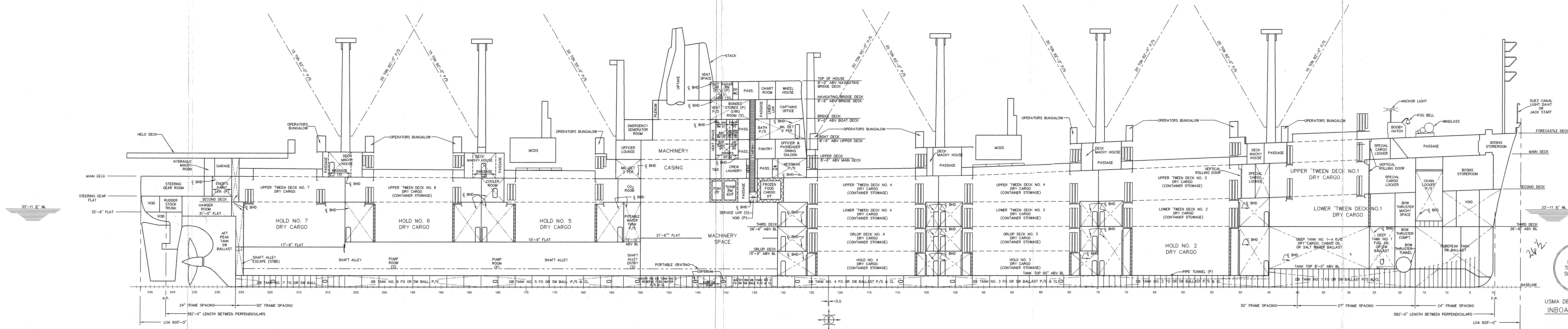
LIQUID CARGO			
COMPARTMENT	FRAMES	GALLONS (100%)	TONS (100%)
DEEP TANK NO. 1 A (P)	26 - 45	-	395
DEEP TANK NO. 1 A (S)	26 - 45	-	418
DEEP TANK NO. 5 (P)	158 - 170	-	420
DEEP TANK NO. 5 (P)	158 - 170	-	414
TOTAL			1647

FRESH WATER			
COMPARTMENT	FRAMES	USE	TONS F.W. (100%)
POTABLE WATER TANK	155 - 158 (P)	POTABLE	80
POTABLE WATER TANK	155 - 158 (S)	POTABLE	89
DISTILLED WATER TK	155 - 158 (P)	DISTILLED	48
MACHY RM D.B. TK NO.2-P	140 - 158 (P)	R.F.W.	133
MACHY RM D.B. TK-CL AFT	141 - 154 (CL)	R.F.W.	125
MACHY RM D.B. TK NO.2-S	140 - 158 (S)	R.F.W.	133
RESERVE FW DEEP TK 5A-P	170 - 183	R.F.W.	241.03
RESERVE FW DEEP TK 5A-S	170 - 183	R.F.W.	266.31
TOTAL			1115.34

LUBE OIL			
COMPARTMENT	FRAMES	GALLONS (98%)	TONS (98%)
LUB OIL STORAGE	151 - 153	-	17
LUB OIL SETTLING	149 - 151	-	9
TOTAL			26

DIESEL OIL			
COMPARTMENT	FRAMES	GALLONS (98%)	TONS (98%)
COLD BOILER STARTING	156 - 158 (CL)	-	0.35
EMERG. DIESEL GEN SERVICE	156 - 158 (CL)	-	0.87
MCOS SERVICE	198 - 207	-	58.93
TOTAL			60.15

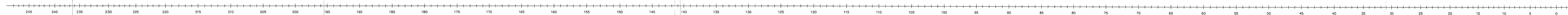
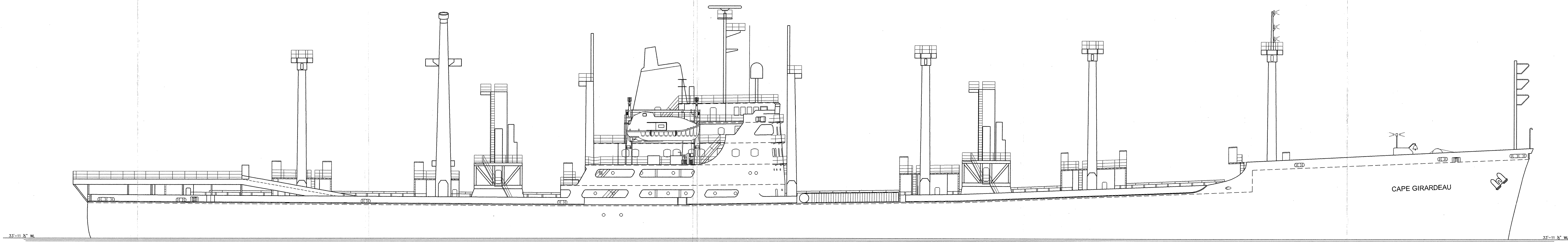




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USMA DESIGN C5-S-75a
INBOARD PROFILE

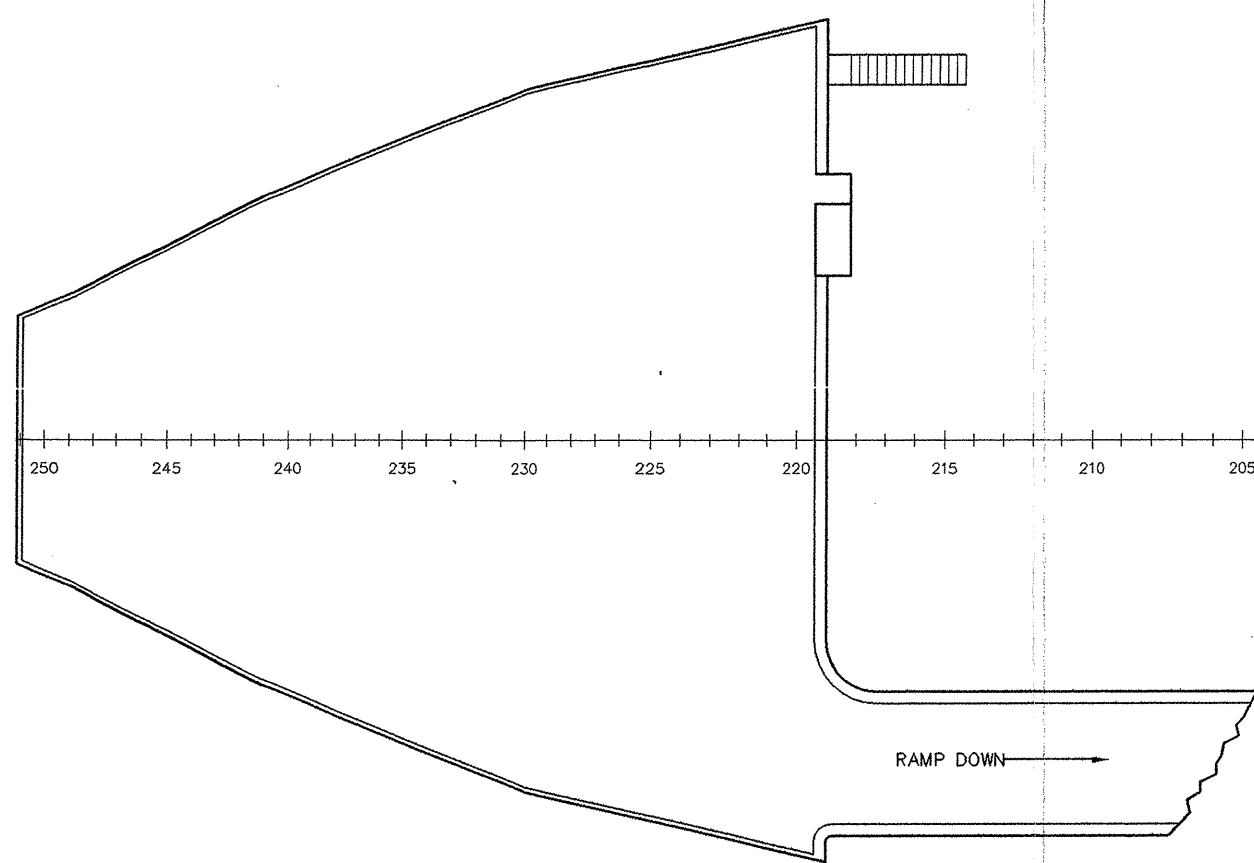
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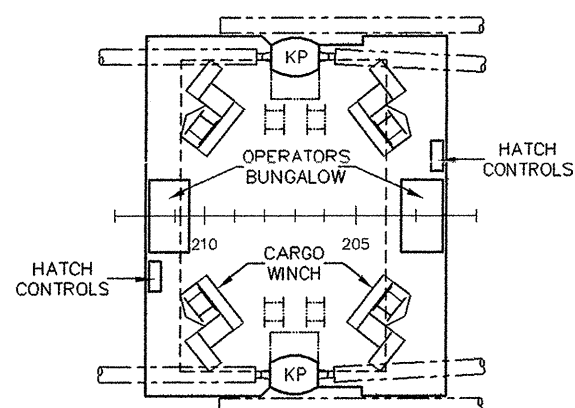
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USMA DESIGN C5-S-75a
OUTBOARD PROFILE

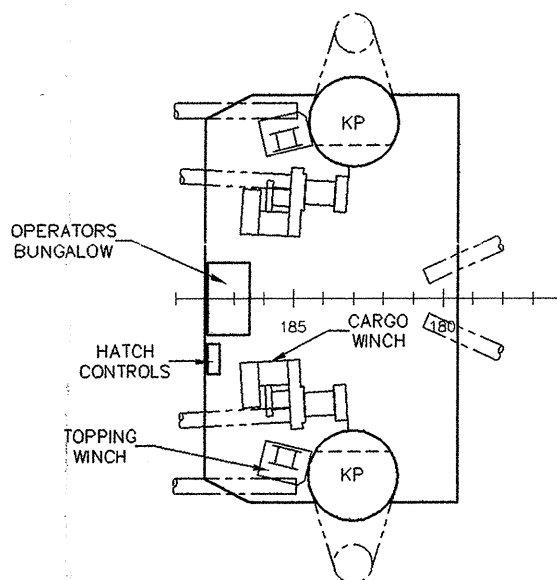
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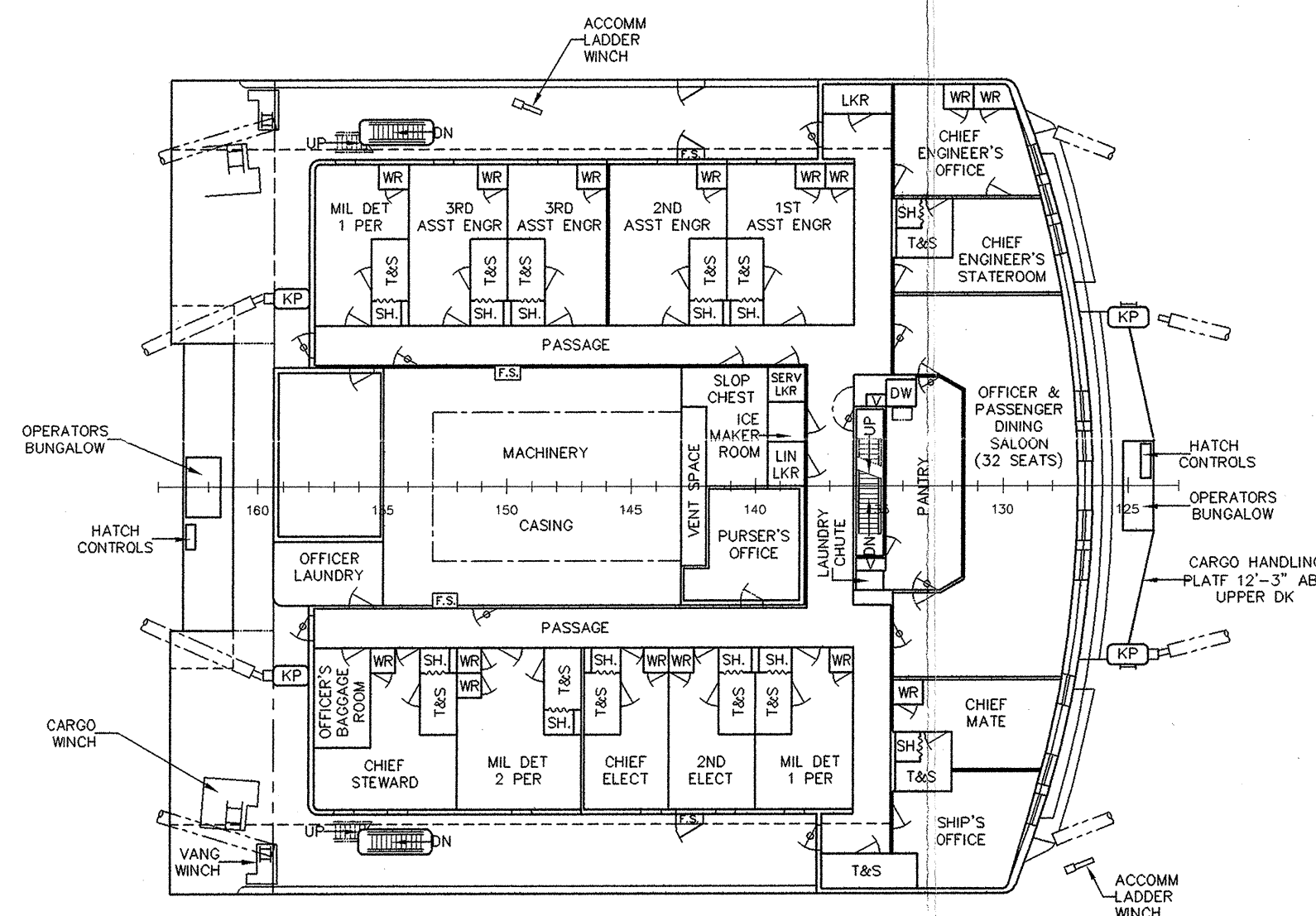
HELO DECK



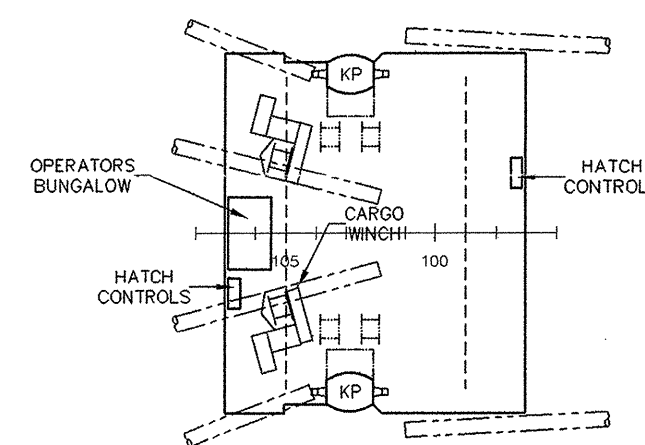
TOP OF DECK MACHINERY HOUSE
11'-3" ABOVE MAIN DECK AT CENTERLINE



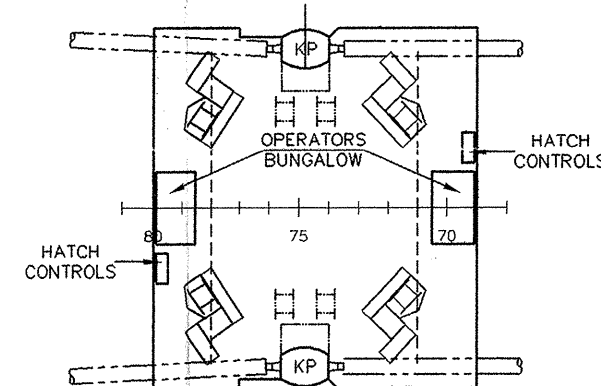
TOP OF DECK MACHINERY HOUSE
11'-3" ABOVE MAIN DECK AT CENTERLINE



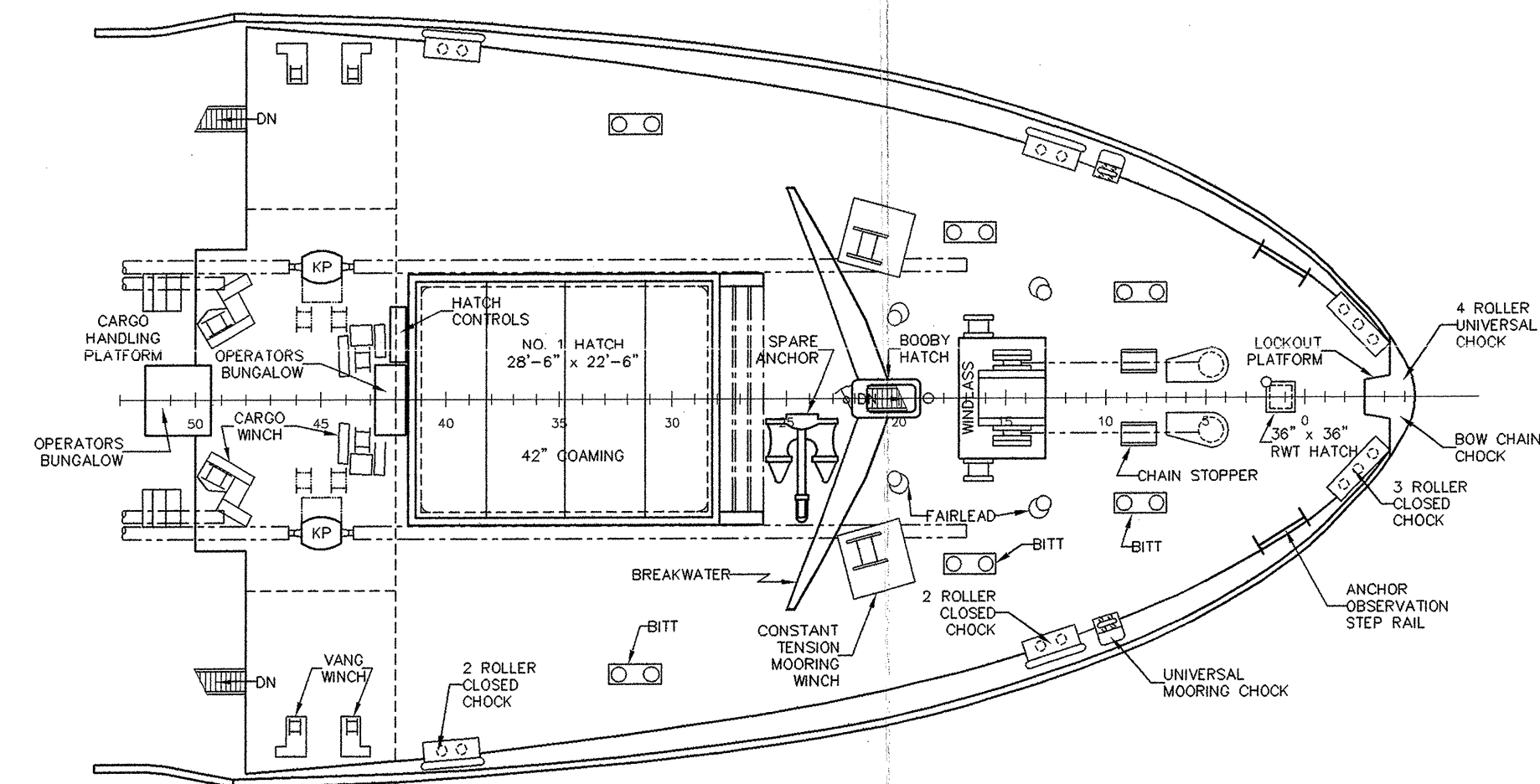
UPPER DECK
8'-6" ABOVE MAIN DECK AT CENTERLINE



TOP OF DECK MACHINERY HOUSE
12'-3" ABOVE MAIN DECK AT CENTERLINE



TOP OF DECK MACHINERY HOUSE
12'-3" ABOVE MAIN DECK AT CENTERLINE



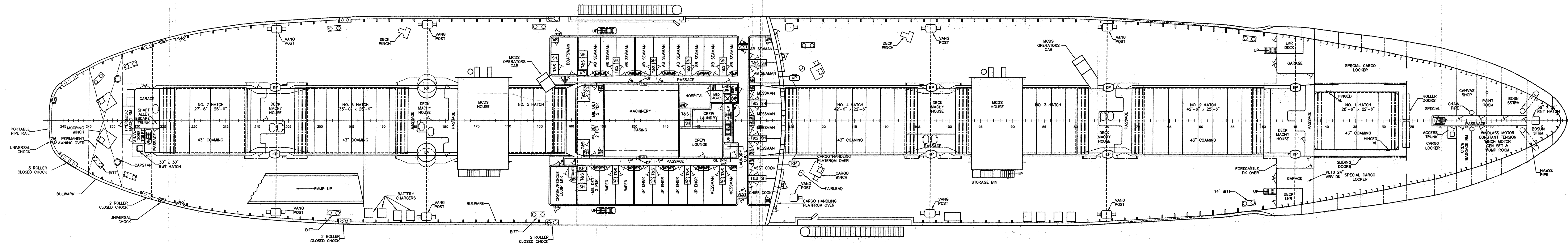
FORECASTLE DECK

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USMA DESIGN C5-S-75a

FORECASTLE DECK, UPPER DECK
TOPS OF DECK MACHINERY HOUSES,
& HELO DECK

SCALE: 1/16" = 1' - 0"



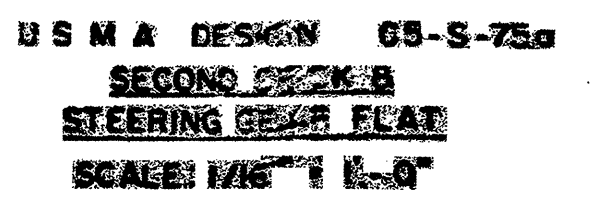
MAIN DECK

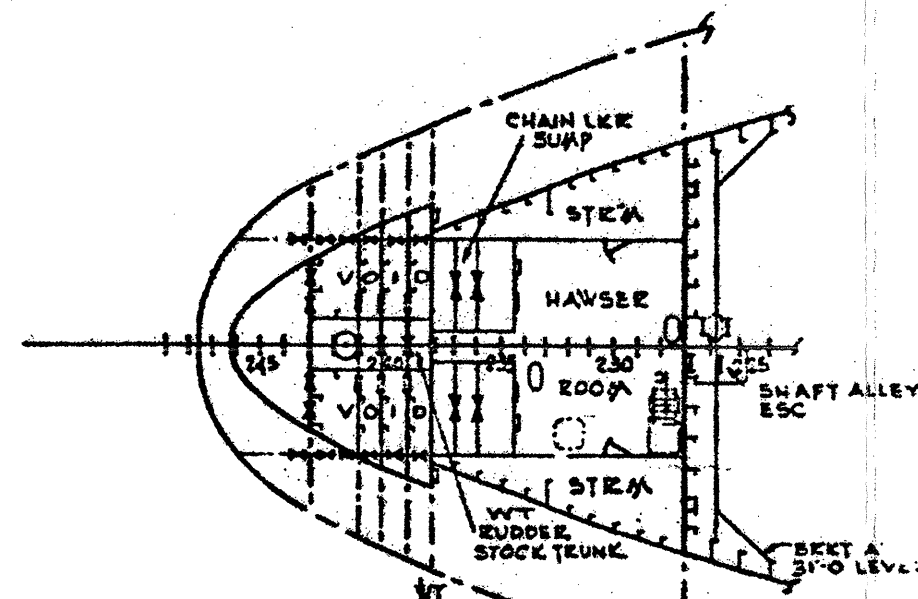
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MAIN DECK

SCALE: 1/16" = 1' - 0"





32'-9
FLAT

31'-0
FLAT

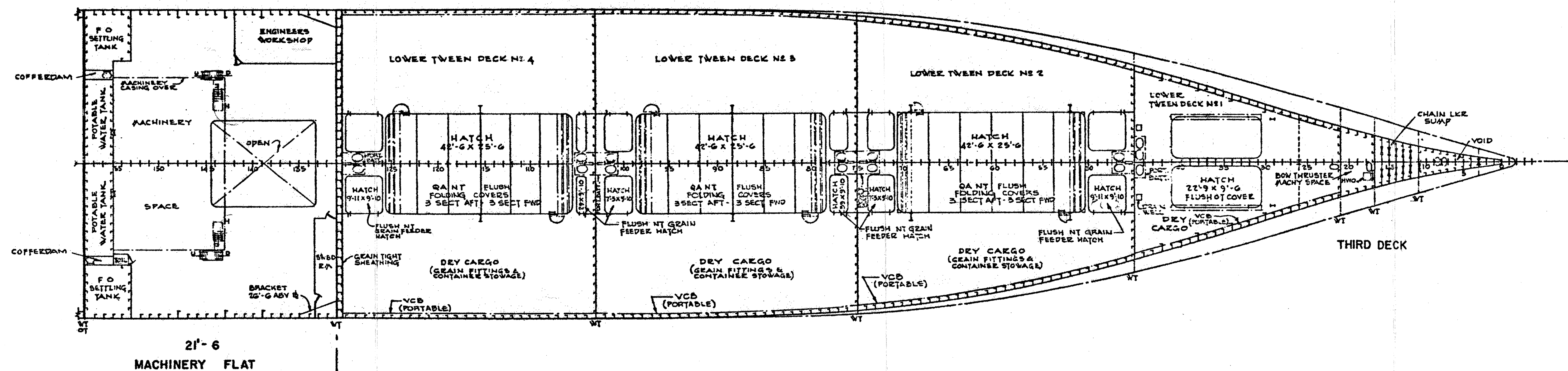
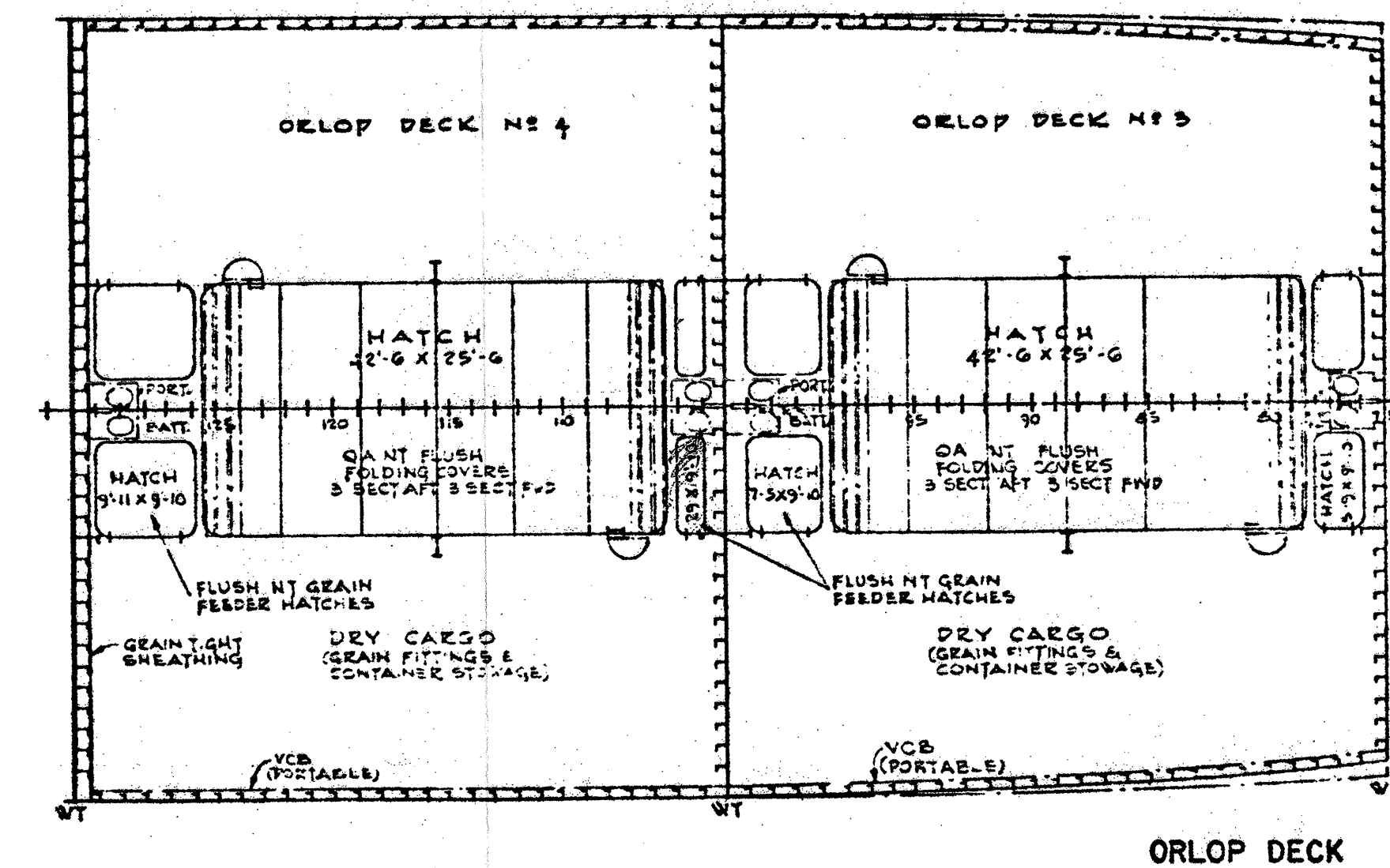
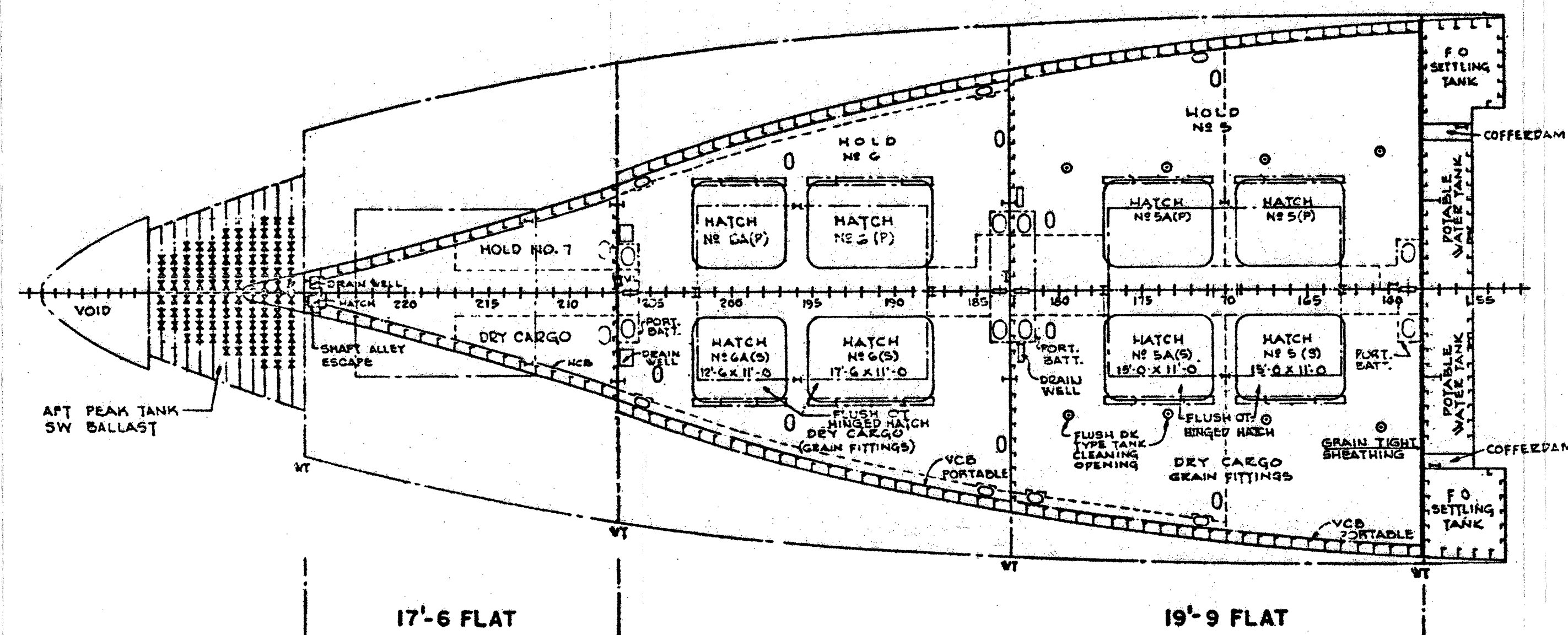


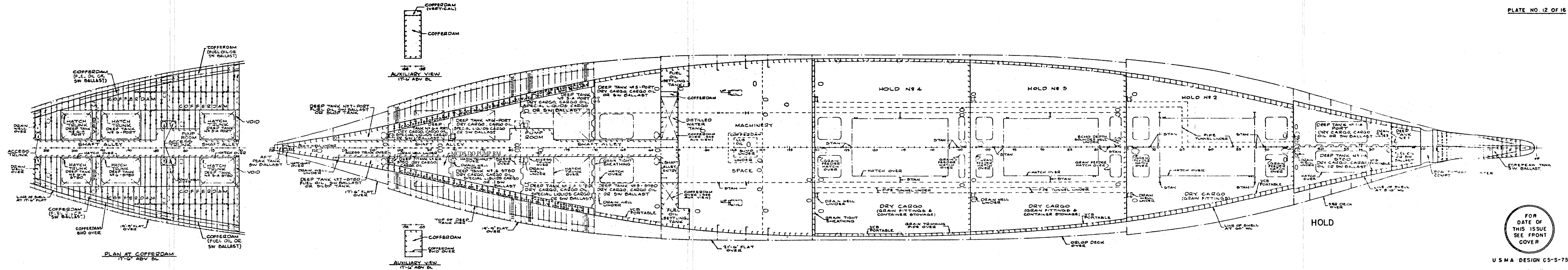
PLATE NO. 20 OF 25

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U S M A DESIGN 05-3.752
THIRD DECK MACHINERY
21'-6 FLAT
SCALE 1/8" = 1'-0"

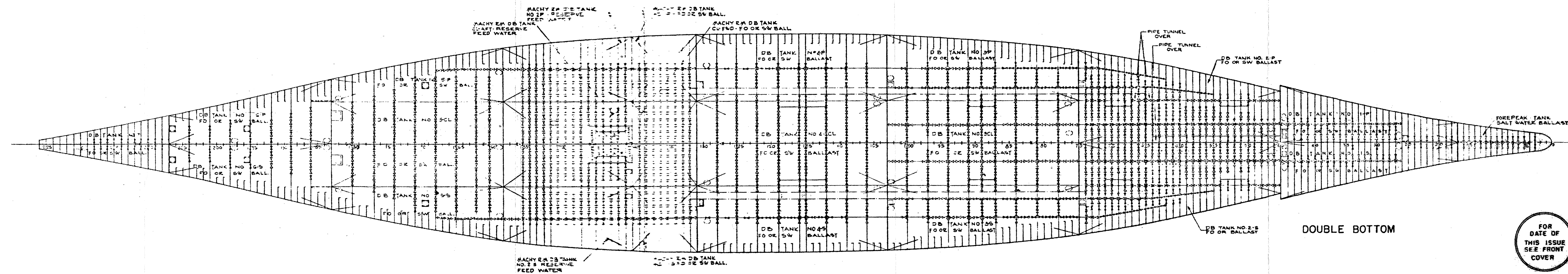


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U.S.M.A. DESIGN C5-S-750
HOLD 8 PLAN AT COFFERDAM
17'-6" ABOVE BASE LINE
SCALE 1/8" = 1'-0"

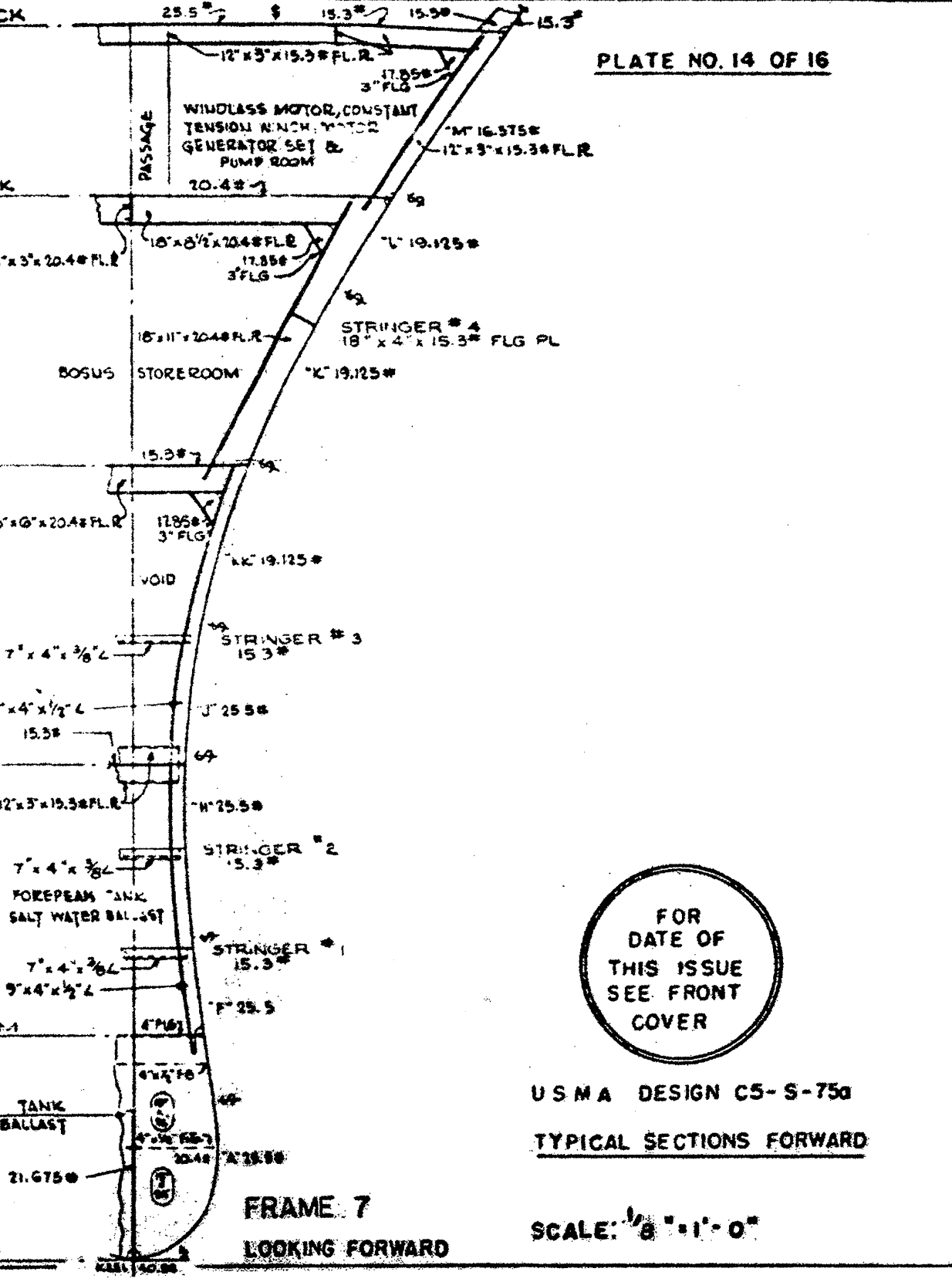
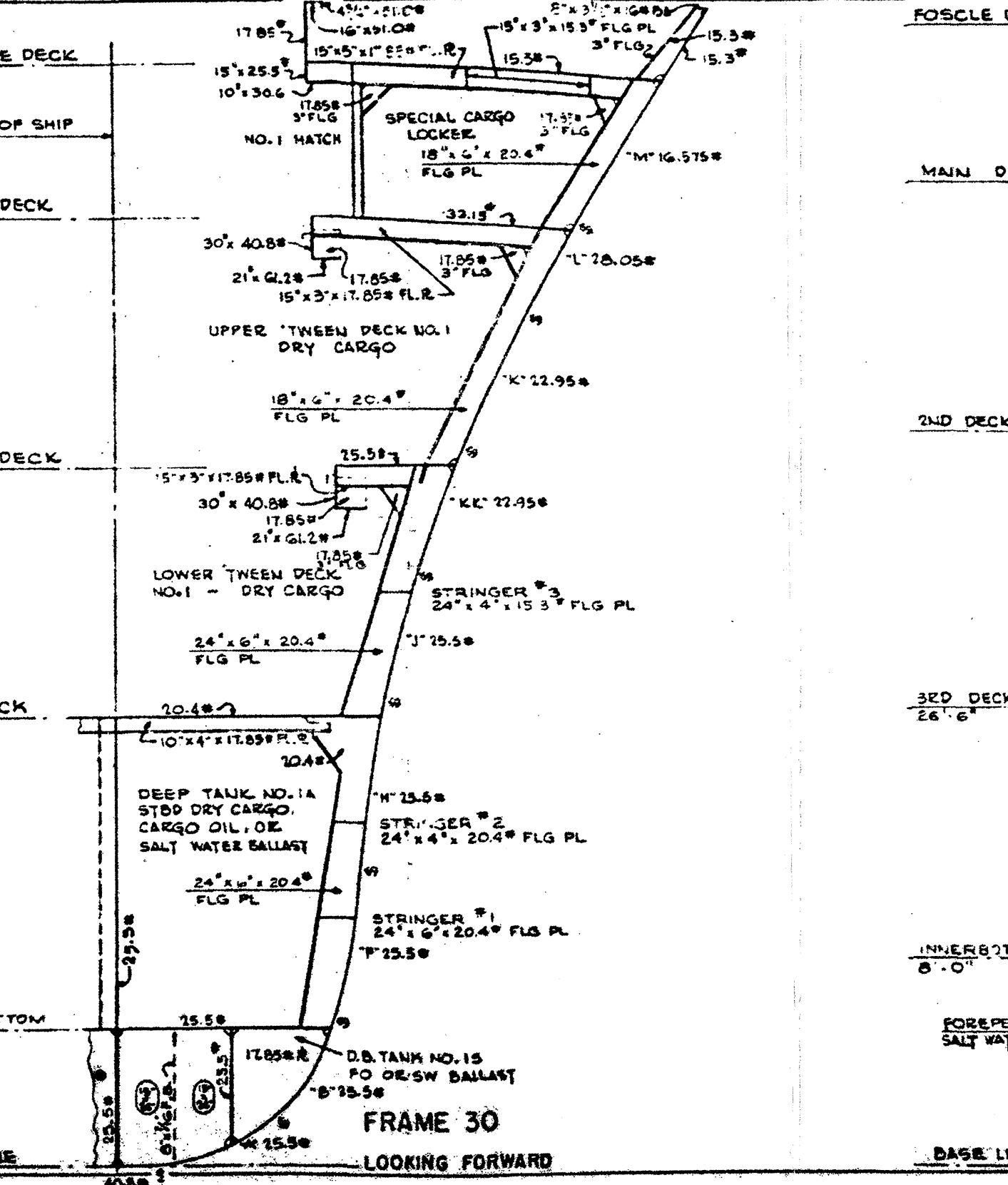
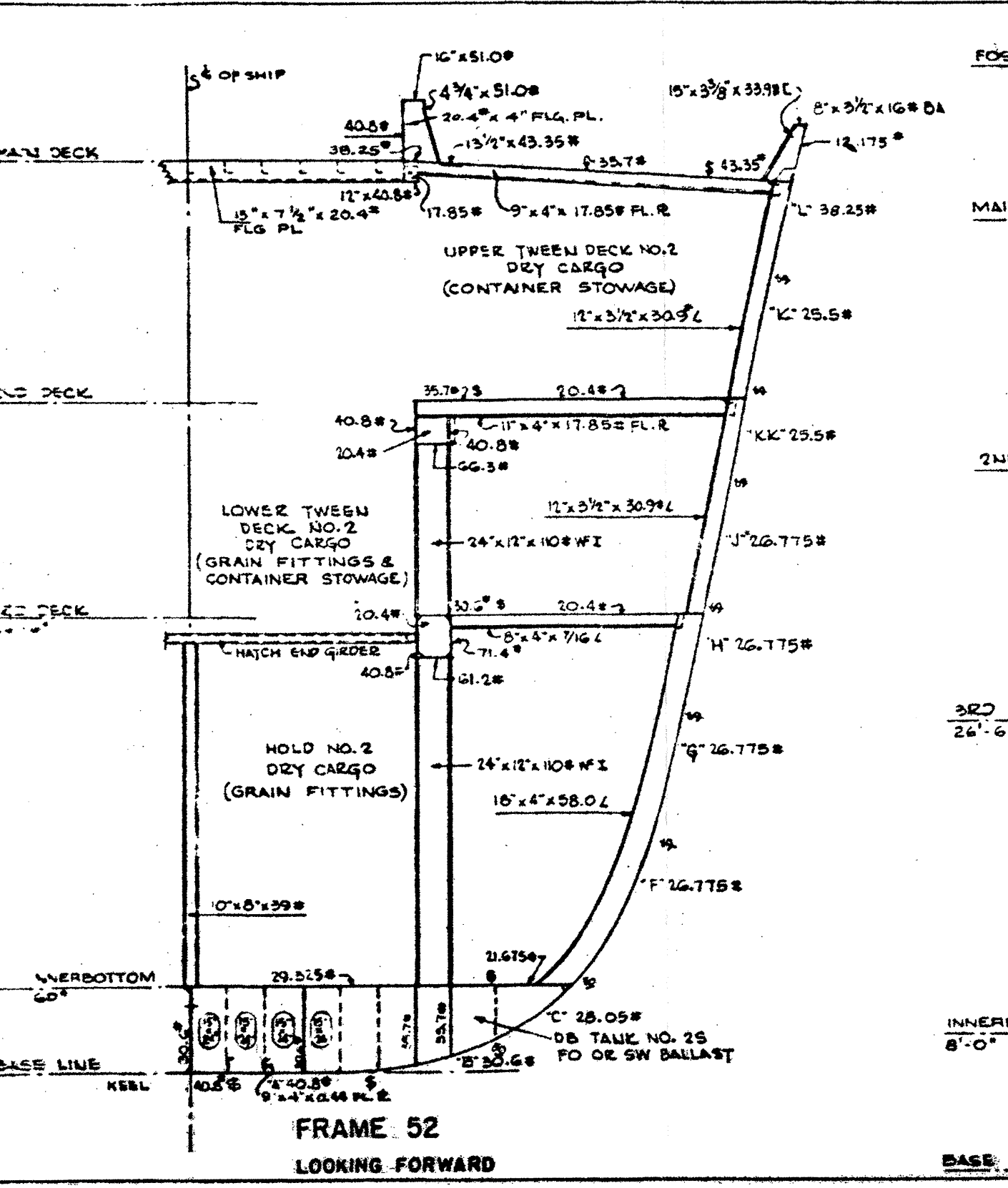
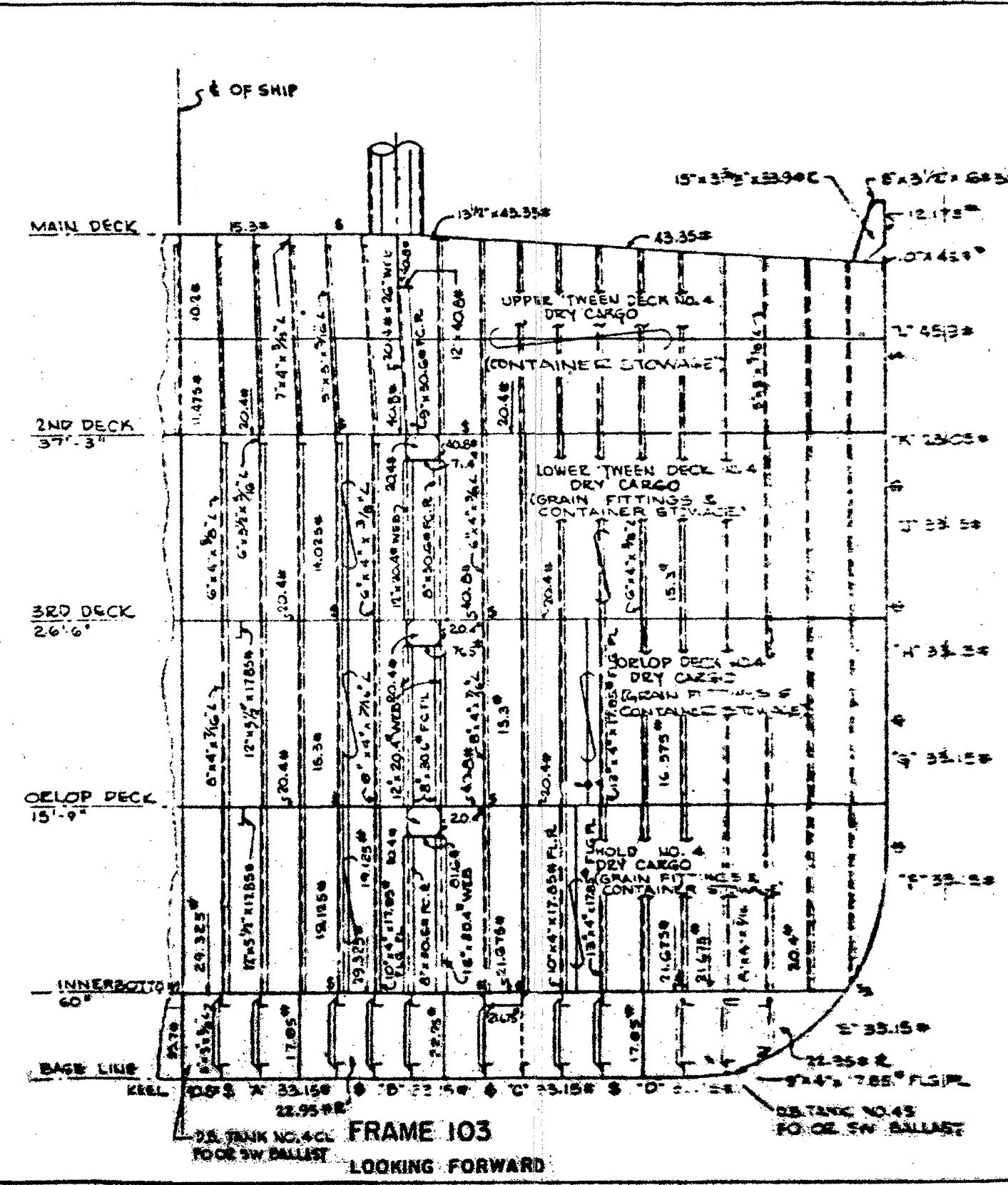
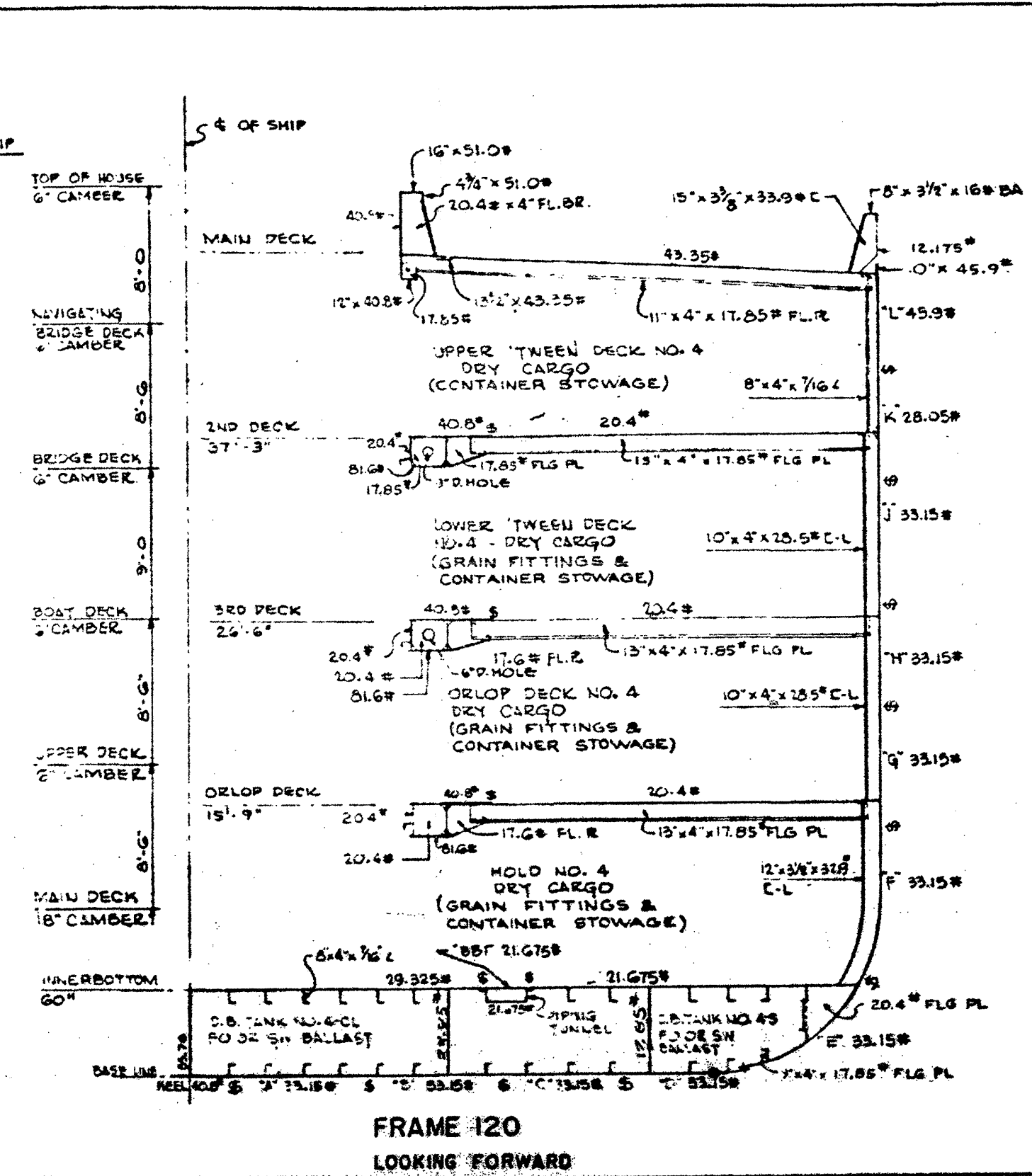
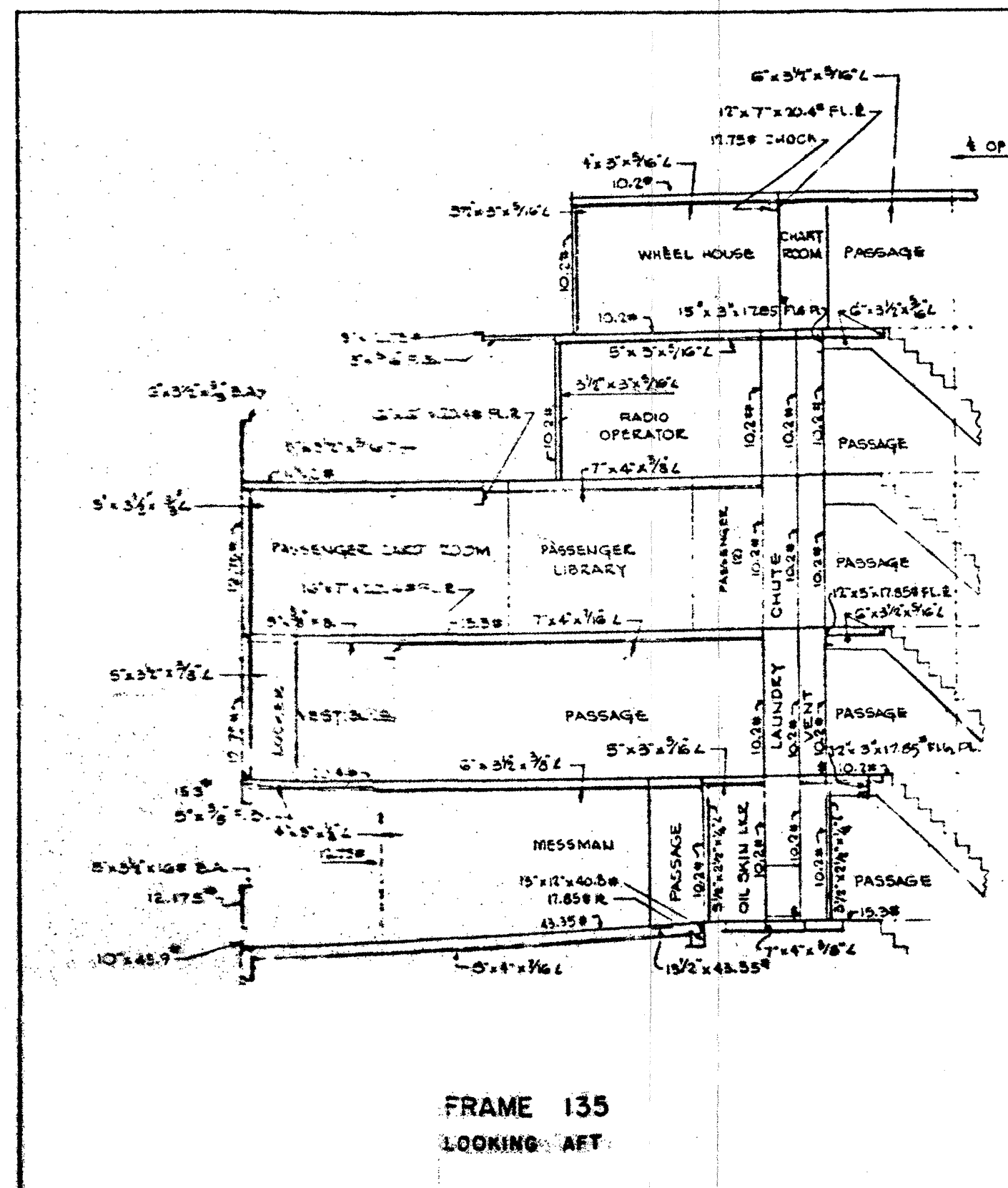


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U.S.M.A. DESIGN C5-S-75a

DOUBLE BOTTOM

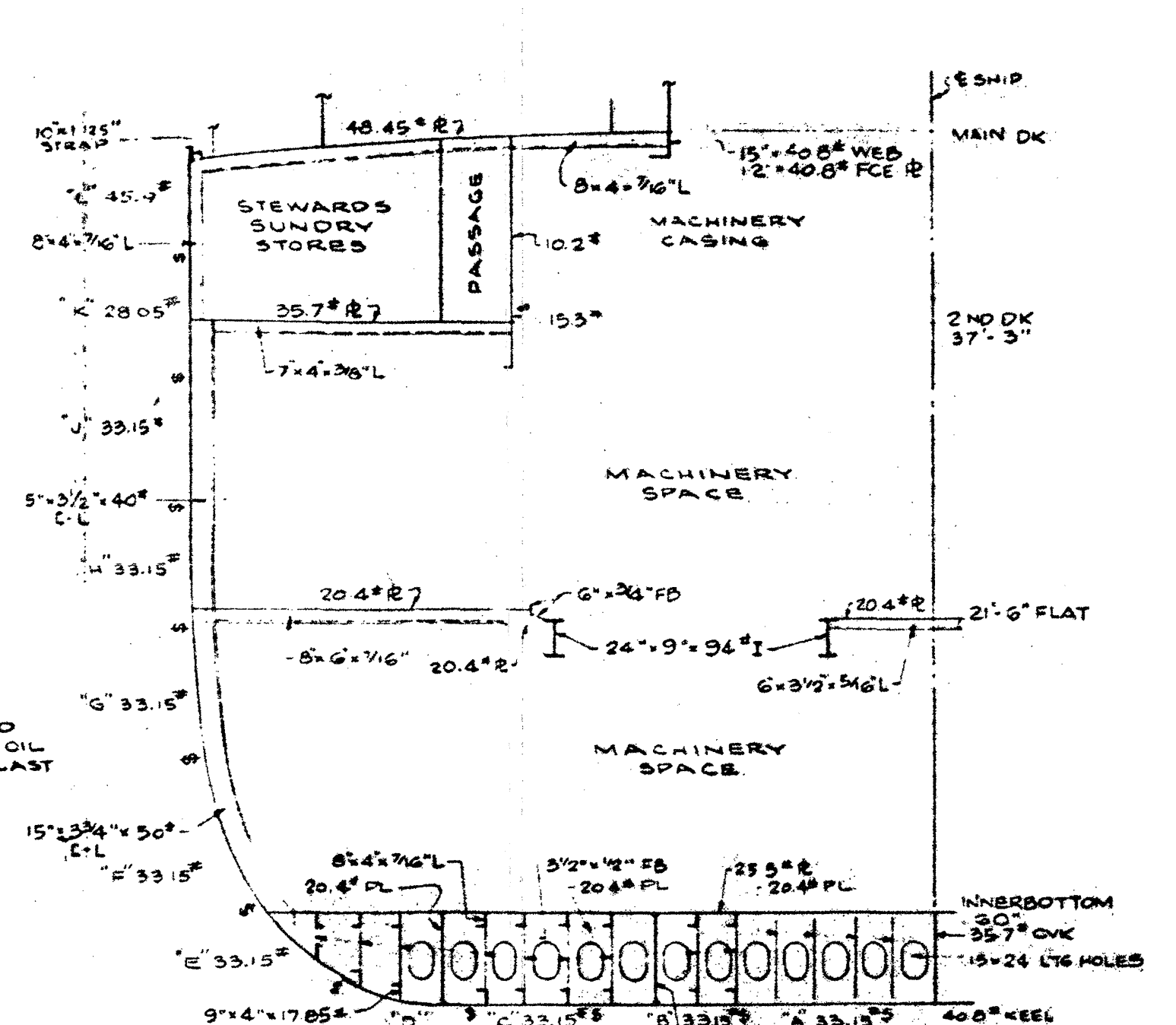
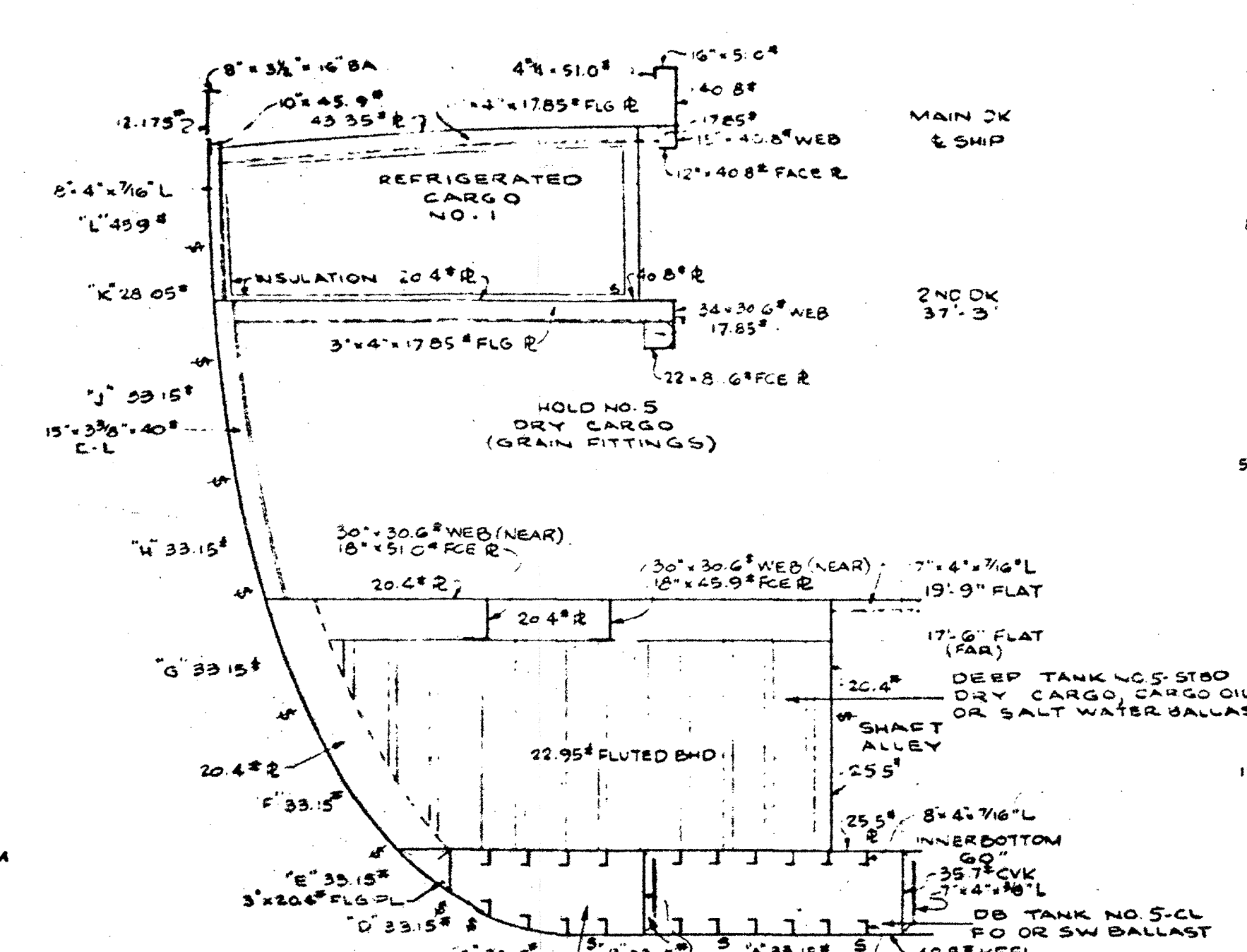
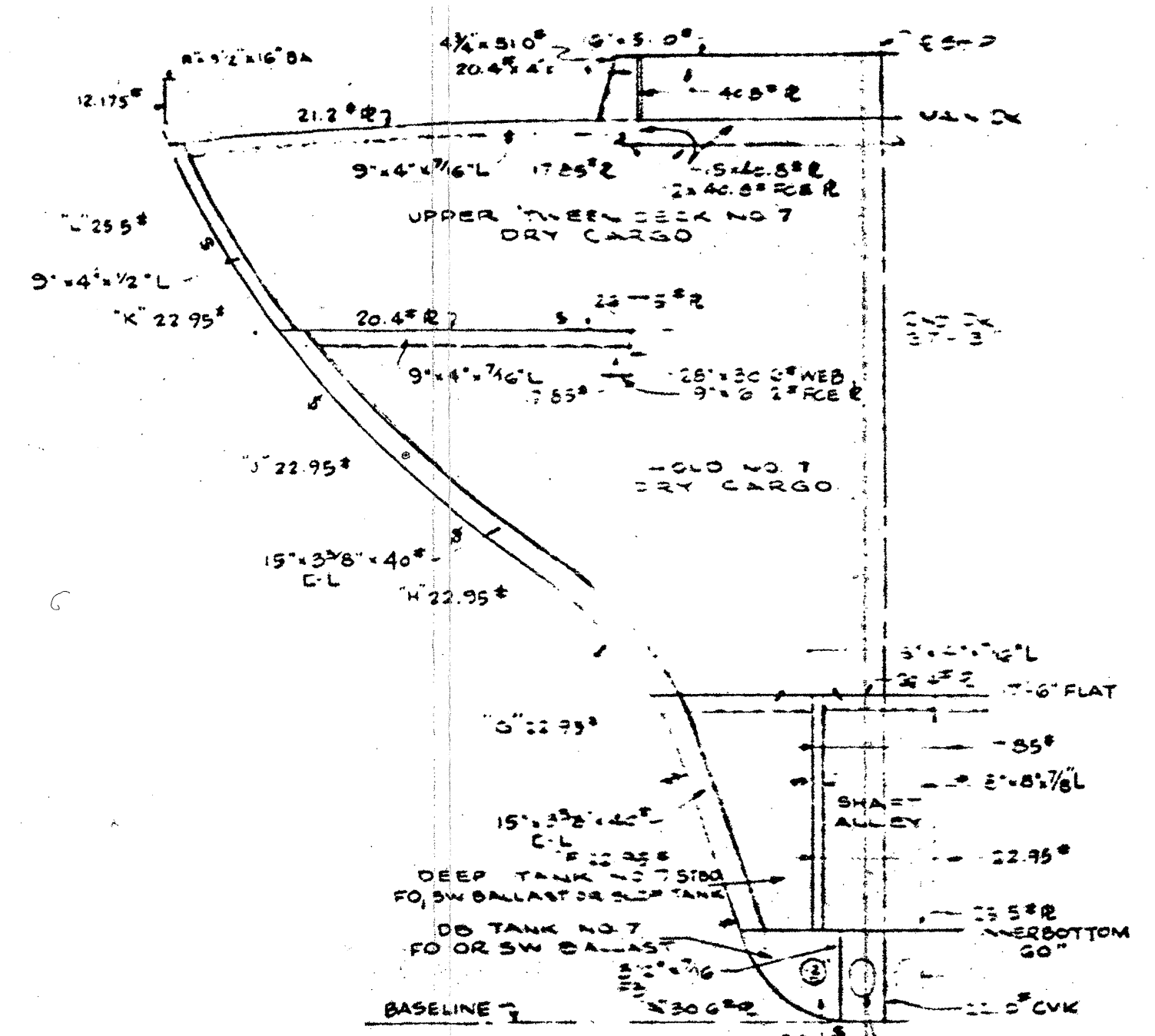
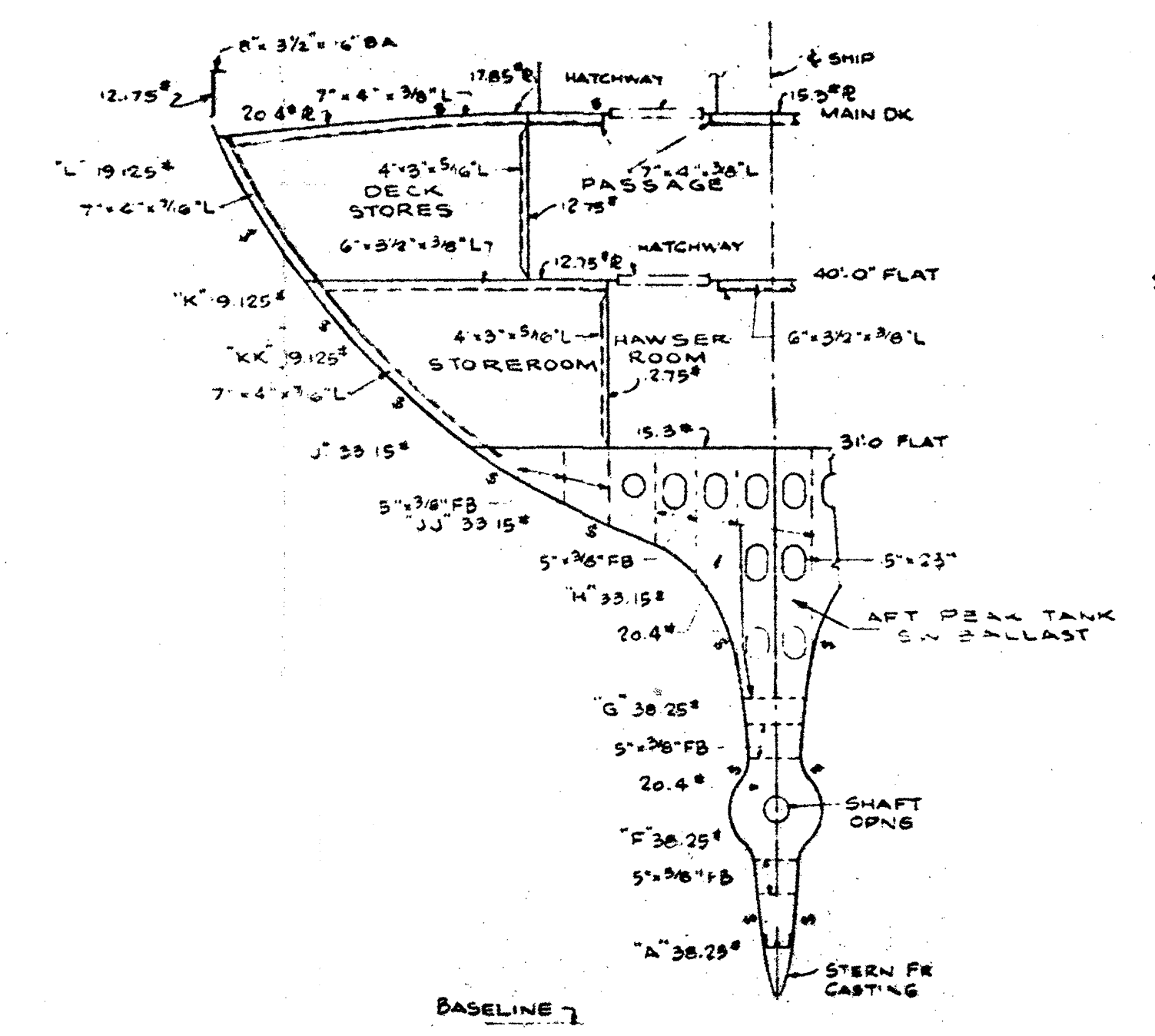
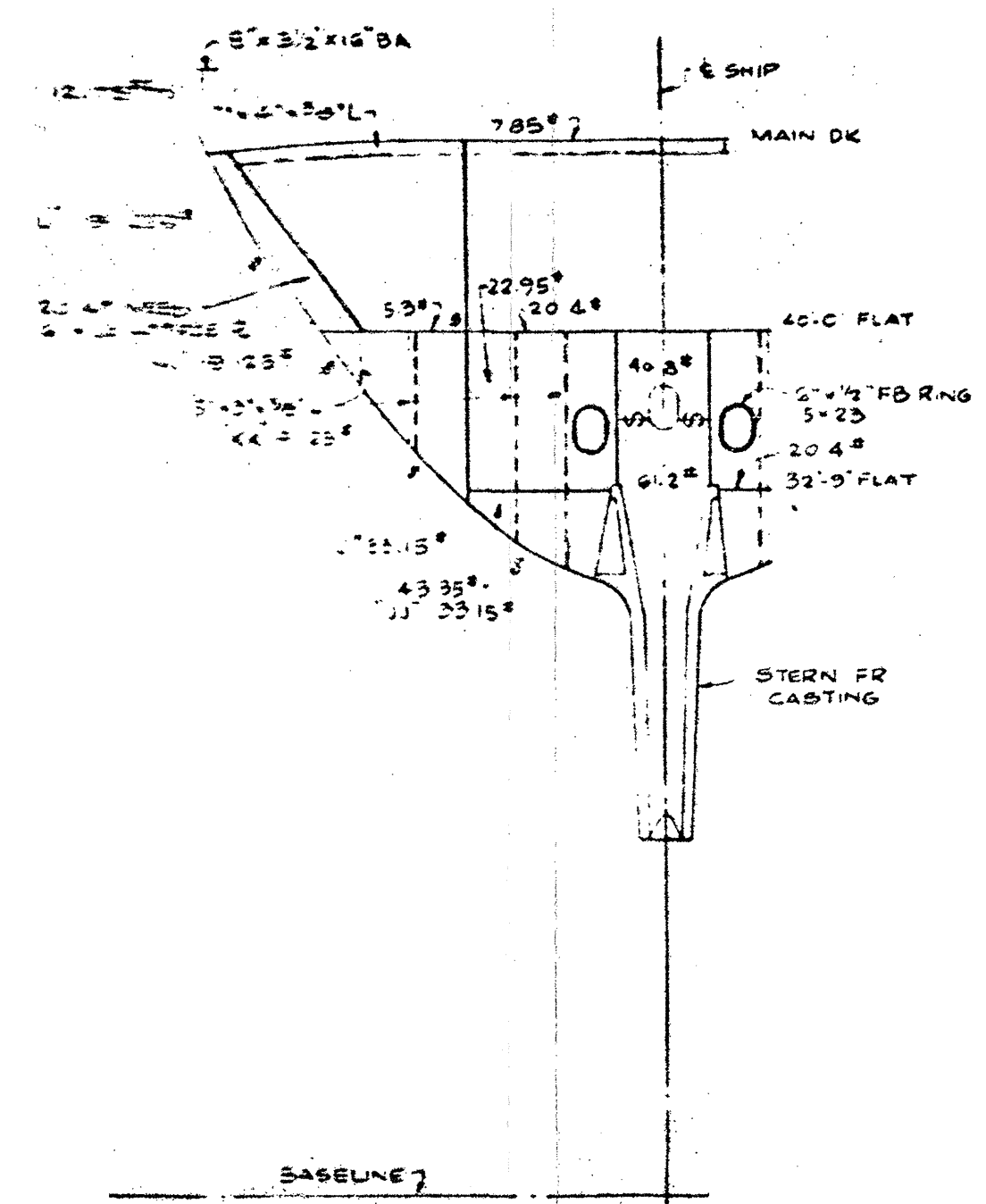
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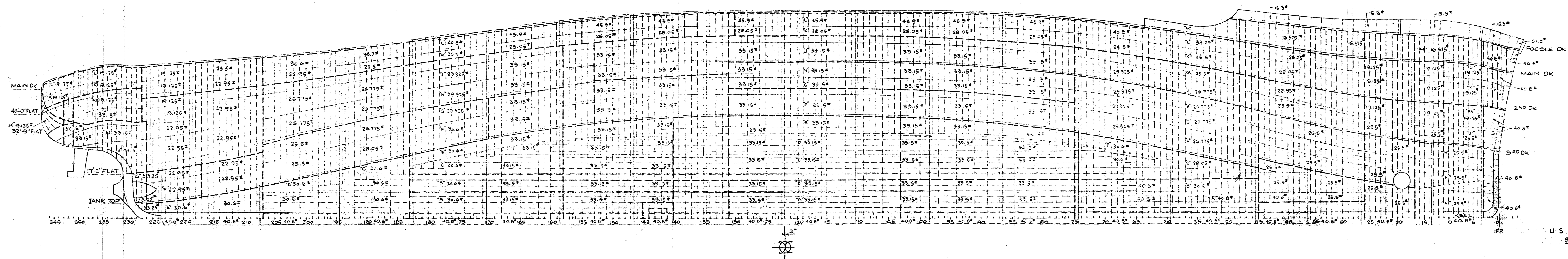
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USMA DESIGN C5-S-750
TYPICAL SECTIONS FORWARD

SCALE: 1/8" = 1'-0"



FOR
DATE OF
THIS ISSUE
SEE FRONT
COVER



FOR
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U.S.M.A. DESIGN C5-S-75a
SHELL EXPANSION
1/16" = 1'-0"